



Figure 4.15. Survey and Geo-3D measurement locations for Lake Wheeler Road bridge.



Figure 4.16. Terramatrix measurement locations for Lake Wheeler Road bridge.

Table 4.4 lists the vertical clearance data from the various sources for the South Saunders Street exit sign over the west-bound lanes of I-440. Figure 4.17 shows the locations of the specific data points. This sign structure has two signs mounted over the rightmost lanes with lower clearance than exists for the leftmost lanes with the structure only above. The clearances are further complicated at the signs with lower brackets under the signs at specific points to support sign lighting fixtures. Thus, there can be variations between the clearances to the brackets and the clearances to the lower edge of the sign. Since the data was often collected for the path along the pavement marking, these locations may not correspond to the brackets lower clearances. Thus, the differences in the measurements based on the various sources and locations can be reasonably understood. The inventory listing for the maximum-minimum clearance reasonably corresponds to the in-motion data values submitted. Nevertheless, it is apparent that the capability to reduce the data and obtain the clearance at the brackets will be important at overhead signs.